

CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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25X10 SUBJECT Railroad Construction Projects

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SUPPLEMENT TO
 REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. In early February 1953, [] work on the reconstruction of the Friedrichstrasse railroad station was started on 2 February. Work on the construction of control platforms was started at the Schoenhau- ser Allee, Treptow and Baumschulenweg railroad stations. Construction work at the Mahlow, Teltow, Albrechtshof (Falkensee), Griebnitzsee, Hennigs- dorf and Hohenneuendorf railroad stations had not started. ¹
2. The designs of the reconstruction of the Friedrichstrasse railroad station were completed in late January. According to these designs, traffic will be handled as follows:

Platform C east-west traffic of the elevated railroads
 " B west-east traffic of the elevated railroads
 " A interzonal traffic and long distance operations.

The reconstruction of the railroad station requires special switches which will be delivered by a plant in Gotha. In the future, only the so-called interzonal trains will enter West Berlin via the elevated railroads. ¹

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3. In early February, [] designs were being made for the laying of two new tracks for the Berlin elevated railroads between the Schoen- hauser Allee and Pankow-Schoenhausen railroad stations. ²
4. The 1953 investment program of the Cottbus regional railroad headquar- ters included the following projects:

Project	Estimated Cost in Eastmarks
Loading bridges for the loading of vehicles	50,000 ³
Reconstruction of the bridge over the Neisse River in Muskau	395,000 ⁴
Reconstruction of the second track between Wlsterwerda and Ruhland	2,000,000 ⁵

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Project	Estimated Cost in Eastmarks
Reconstruction of the second track between Falkenberg and Guben	8,000,000 6
Construction of a connecting curve at Horka	276,000 7
Improvement of the Uckro-Beeskow line	500,000 8

- 25X1 5. On 28 January, [] only the western abutment, a pier and the superstructure of the railroad bridge over the Neisse River near Muskau were to be reconstructed by the Cottbus regional railroad headquarters, while the eastern abutment of the bridge was to be rebuilt by the Poles. The date for beginning construction work had not been fixed. The demolished sections of the previous bridge are still in the river and cannot be salvaged. It was expected that the designs for the reconstruction of the bridge would be completed by mid-February. 4
- 25X1X 6. In late January, [] only the double tracking of the Halle-Eisleben railroad line was approved, while additional projects for the double tracking for that line in the Halle railroad district were rejected. 9
- 25X1 7. In late January, [] the railroad bridge near Karnin on the Ducherow-Usedom-Swinemuende railroad line was to be reconstructed. The bridge was destroyed during the war, and only the middle section of the bridge which was designed as a lifting bridge, remained intact. (B-doc) 10
8. The 1953 investment program of the Directorate General, Railroads, Berlin, included the following additional construction projects:

Railroad District	Type of Construction Project	
Berlin	Electrification of the Berlin/Karow-Birkenwerder line (Nordring Berlin)	11
Greifswald	Reconstruction of the bridge over the Oder River at <u>Neu Ruednitz</u>	12
Halle	Electrification of railroad lines	13
Erfurt	Dismantling of the Gerstungen-Dankmarshausen line (the rails will be used for the reconstruction of the second track of the Guben-Falkenberg line)	14

25X1X A total of 350.8 km of rails and 521,480 ties will be required for the additional construction project. 15

- 25X1 9. a. On 29 January, [] no clearing up work was being done on the road bridge or the railroad bridge near Muskau. The bridges were destroyed and the demolished bridge sections were still lying in the river. There were no indications of intended reconstruction work. However, it was rumored among the local population that one of the bridges or both of them would be reconstructed. 4
- 25X1 b. On 4 February, [] the railroad line from Wriezen toward the Oder River was dismantled and that the railroad embankment was in a delayed state. Telegraph poles were standing as far

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as Neu Ruednitz. The bridge over the Oder River near Wriezen is about 800 meters in length. The section of the bridge over the Oder River itself which is about 200 meters wide was demolished. According to a local resident, the middle section of the destroyed bridge was salvaged in early January. [] did not notice any indications of an intended reconstruction of the bridge. 12

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25X1A 1. [] Comment. Information on the establishment of railroad check points was transmitted previously. []

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25X1A 2. [] Comment. This connecting curve is designed to eliminate the Gesundbrunnen railroad station in the French Sector of Berlin. []

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25X1A 3. [] Comment. These loading bridges are used between buffers of two railroad cars for the loading of vehicles up to three tons. They are mostly used on troop trains.

25X1A 4. [] Comment. It appears that the reconstruction of the railroad bridge over the Neisse River near Muskau was added to the 1953 railroad construction program for strategic reasons. [] . Reconstruction work had not started by late January.

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25X1A 5. [] Comment. [] . The Elsterwerda/Biehla-Flessaforst section of the line has already been double tracked.

25X1A 6. [] Comment. The double tracking of the Falkenberg-Cottbus-Guben railroad line was included in the 1952 construction program. However, the project could not be completed in 1952, due to a shortage of construction material. For the present status of construction work on the line which is of strategic importance, []

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25X1A 7. []

25X1A 8. [] Comment. For last report on the improvement of this line, see []

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25X1A 9. [] Comment. The intended double tracking of this railroad line section at an estimated cost of 4,000,000 eastmarks was reported previously. See [] . The stretch between Eisleben and Sangerhausen which continues this line to the west has already been double tracked.

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25X1A 10. [] Comment. The intended reconstruction of the railroad line over the Peene River near Karnin is reported for the first time and requires confirmation. The double track Ducherow-Usedom-Swinemuende railroad line was dismantled. The reconstruction of the bridge was not included in the 1953 construction program of the Directorate General, Railroads, Berlin.

25X1A [] . Information obtained [] indicates that the bridge will not be reconstructed. This information agrees with a report, according to which it is intended to utilize still serviceable sections of the bridge near Karnin for the reconstruction of the bridge over the Oder River near Kuestrin or the railroad bridge over the Hohenzollern Canal on the Bad Freienwalde-Angermuende railroad line. There are strategic reasons which would make the reconstruction of the railroad bridge near Karnin and of the Ducherow-Usedom-Swinemuende railroad line plausible, because the now Polish sea port of Swinemuende would thus be given an efficient feeder line. Swinemuende has no railroad connection to the German territory

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now under Polish administration. Railroad connection to the mainland is at present only maintained by the Zinnowitz-Wolgast ferry. Because of the acute shortage of construction material, the reconstruction of the Ducherow-Usedom-Swinemünde railroad line and of the bridge over the Peene River near Karnin is believed to be improbable.

- 25X1A¹¹. Comment. The starting of the double track operations on the Nordring Berlin was reported on 26 November 1952. . The plan to electrify the freight ring was known previously. The inclusion in the 1953 railroad construction program of the electrification of the Karow-Birkenwerder line is reported for the first time. This measure appears plausible, because the Nordring which carries the heavy traffic in the Hennigsdorf-Velten area, would be of the greatest importance in the event of an isolation of West Berlin. Steam operations on the railroad line sections mentioned would not guarantee the train density required in the event of an elimination of West Berlin.
- 25X1A¹². Comment. The reconstruction of the bridge over the Oder River near Neu Ruednitz which is also referred to as bridge near Zaeckerick was previously known. . The reconstruction was only ordered for strategic reasons. As reconstruction work had not yet been started by early February, it appears that the Directorate General, Railroads, Berlin, is trying to delay the reconstruction of the bridge in which it is not interested.
- 25X1A¹³.
- 25X1A¹⁴. Comment. The stretch between Guben and Falkenberg is 7 km in length and is in the Erfurt railroad district close to the zonal boundary. The line section was still included in the 1952/1953 winter time-table under No 190. However, the time-table indicated that it was not in operations.
- 25X1A¹⁵. Comment. As compared with 1952, the 1953 rails and ties requirement decreased by approximately 30 and 60 percent respectively. Information on 1953 production figures indicates that even the reduced railroad ties requirements will not be made.

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